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ACRONYMS

DICC	Directorate of Immigration and Citizenship Control
EAC	East African Community
EALA	East African Legislative Assembly
ESO	External Security Organization
ISO	Internal Security Organization
LG	Local Government
MEACA	Ministry of East African Community Affairs
MIA	Ministry of Internal Affairs
OSBP	One Stop Border Posts
PISCES	Personal Identification Secure Comparison and Evaluation System
RDC	Resident District Commissioner
SSNPS	South Sudan National Police Service
SSPDF	South Sudan People's Defence Forces
UPDF	Uganda People's Defense Forces
UPF	Uganda Police Force
URA	Officials from Uganda Revenue Authority
WASP	Wanted And Suspected Person

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1 INTRODUCTION

During the 21st sitting of the 1st meeting of the 1st session of the 11th Parliament of Uganda held on Tuesday 31st August 2021, Hon. Olanya Gilbert, MP Kilak South, raised an urgent question on the deteriorating security situation in South Sudan and its adverse effect on cross border trade and border communities. The Rt. Hon. Speaker accordingly directed the Minister of State for Foreign Affairs in charge of Regional Affairs, Hon. Mulimba John to present a statement on the situation of Ugandan traders in South Sudan on Wednesday 1st September, 2021.

On Wednesday 1st September, 2021, Hon. Mulimba John presented a statement on the situation of Ugandan traders and truck drivers in South Sudan as directed, and following debate on the statement, the Rt. Hon. Speaker tasked the Rt. Hon. Prime Minister, to convene an inter-ministerial committee comprising of the Ministries of Foreign Affairs, Security, Defense and the Ministry of Trade, Industry and Cooperatives to find tangible solutions to address the security of Ugandans and strengthen the liaison between Uganda and South Sudan. The Inter-Ministerial Committee was required to present a progress report to the House within 21 days from the date of the sitting.

The Committee on Foreign Affairs is mandated by Parliament to oversee the activities and programmes of Missions Abroad and Bilateral, Multi-lateral and Inter-Governmental Relations. In the same vein the Committee on East African Community Affairs not only oversees the Ministry of East African Community Affairs (MEACA) but also the implementation of the East African Community integration agenda in Uganda.

Being that the matter of security of Uganda's border with South Sudan and across the border touches on the bilateral relations between Uganda and South Sudan and has a ripple effect on East African Community (EAC) integration process, the Committee on Foreign Affairs and the Committee on

East African Community Affairs deemed it necessary to undertake a joint oversight visit to the South Sudan border at Elegu on a fact finding mission in pursuit of their respective mandates under Rules 187 and 189 of the Rules of Procedure of Parliament.

2 BACKGROUND

Uganda and South Sudan are neighboring countries that have for long enjoyed strong cultural, economic and political ties. According to the United Nations comtrade database on international trade, Uganda's exports to South Sudan in the year 2020 was US\$357.34 Million¹ making South Sudan one of the major export markets for Uganda's goods and services. On the political front, the Uganda government supported the independence of South Sudan from Sudan and has been involved in several processes at bilateral and regional level aimed at brokering peace between warring parties within South Sudan. Culturally, the two countries share a long border traversing several ethnic groups with significant commonalities in terms of language, lifestyle and livelihoods.

Additionally, in Africa, Uganda hosts the highest number of refugees and asylum seekers from South Sudan totaling to 933,089 out of 2,289,760 in other five refugee hosting countries as at September, 2021².

However, the bilateral relations between Uganda and South Sudan have been strained by the volatile security situation in South Sudan especially along the Nimule-Juba highway. On 27 September, 2020, three Ugandans were kidnapped along the Nimule-Juba highway, one of them escaped while the other two were killed on 29 September 2020 around the Jebelen area³. On the 19 July 2021, there was murder by shooting of a Ugandan lorry driver of

¹ <https://tradingeconomics.com/uganda/exports/south-sudan>

² Situation South Sudan-UNHCR data portal available at <https://data2.unhcr.org>

³ Ministerial Statement by the Minister of State for Foreign Affairs (Regional Affairs) on the effects of the deteriorating security situation in the Republic of South Sudan, presented to Parliament on Wednesday 1st September, 2021.

Kayunga at Nisitu along Nimule-Juba Road⁴. These are among the several recorded incidences of killings of Ugandans in South Sudan.

The killings have led to several protests by truck drivers paralyzing border and cross border trade. For instance, in June 2012 the Nimule-Juba road was blockaded by truck drivers complaining of corruption, harassment and even torture by the South Sudanese army and authorities when crossing the border in transit to Juba and demanding Ugandan government escorts. The three-day strike was called off following a meeting between Ugandan and South Sudan authorities during which it was agreed that both countries would carry out joint patrols along the border, with some South Sudan police officers on Uganda patrol vehicles and vice versa for easy handling of complaints and avoidance of suspicions⁵.

More recently, on 23rd August, 2021, the truck drivers started a sit-down strike that lasted two weeks in response to the resurgence of the brutal killings of foreign truck drivers delivering goods to South Sudan along the Nimule-Juba and Yei-Juba highways. The truck drivers demanded the intervention of the East African Community member states to address their plight and for government to implement a resolution reached in a meeting between the truck drivers, Uganda and South Sudan authorities held in April, 2021 to provide them with security on their journey to Juba⁶.

The Elegu border lies on the Juba-Kampala highway which is the principal trade route between Uganda and South Sudan and the rest of the world. The border is a major trade hub attracting traders from many parts of Uganda, South Sudan, and beyond and a transit point for most of South Sudan's imports. It is therefore imperative that the security of Ugandans and other persons transiting through the border to South Sudan is guaranteed to

⁴ibid.

⁵ Candia, Steven (2012). "Police Deploy at Uganda-South Sudan Border", New Vision, 14th June. Accessed at web page <http://www.newvision.co.ug/news/631952-police>

⁶ Esiara, Kabona (2021). "Truck drivers' strike over attacks in South Sudan enters second week", East African. 30th August. 2021. Accessed at web page <http://www.thecastafrican.co.ke>

facilitate the smooth flow of trade and strengthen the bilateral relations between the two countries.

It is against this background that the Committees of Foreign Affairs and East African Community Affairs undertook a joint oversight visit to the Elegu border from Thursday 30th September, 2021 to ~~Saturday~~ 2nd October, 2021 to assess the situation at the border with the view of proposing solutions to Parliament on a plausible way forward.

3 OBJECTIVES OF THE OVERSIGHT VISIT

The objectives of the joint oversight visit to Elegu were to appraise;

- i) The security situation at the Uganda-south Sudan border in Elegu
- ii) The operational controls at the border to deter illegal entry/exit, human trafficking and other trans-border crimes;
- iii) The processes of issuance of travel documents at the border;
- iv) The overall management of the border post in pursuit of commercial and economic diplomacy the EAC common market and customs union;
- v) The state of physical and other infrastructure at the border.

4 METHODOLOGY

The Committees:

- a) Conducted a fact finding visit to the Elegu border post to assess the situation at the border, state and condition of the physical and other border post infrastructure.
- b) Held a series of interactive meetings with the following:
 - i) The Minister of State for Defence and Veteran Affairs
 - ii) Officials from the Ministries of Foreign Affairs and the East African Community Affairs,
 - iii) Security officials from Northern Uganda, including the Uganda People's Defense Forces (UPDF), Uganda Police Force (UPF), External Security Organization (ESO),
 - iv) Officials from Uganda Revenue Authority (URA)

- v) Officials from the Department of Immigration under the Ministry of Internal Affairs,
- vi) Local Government (LG) officials from Amuru District including the District Chairperson and the Resident District Commissioner (RDC),
- vii) The area Members of Parliament
- viii) Truck drivers and cross border traders plying the Nimule-Juba Highway.
- ix) Representatives of the Women Traders Associations and market vendors

5 FINDINGS, OBSERVATIONS AND RECOMMENDATIONS

5.1 TOR 1: THE SECURITY SITUATION AT THE UGANDA-SOUTH SUDAN BORDER IN ELEGU

5.1.1 *The Security Situation of Ugandans transiting to South Sudan through the Elegu Border*

There have been numerous reports of killings and harassment of traders transiting to South Sudan through Uganda along the Nimule-Juba Road over the years since the South Sudan gained independence in 2011. The most recent being a resurgence of killings of long-distance truck drivers by armed people along the route that occurred between March and August 2021 occasioning protests by the truck drivers that lasted two weeks and a traffic impasse at the Elegu border paralyzing businesses and cross border trade.

During the oversight visit, the Committees interacted with the truck drivers including a one Musisi Asadu Sentongo, a truck driver and survivor of the 29th March 2021 armed attack at Ganji, along the Yeyi-Juba road, who presented a list of twenty-eight (28) known truck drivers listed in *Table 1* who were reportedly killed along the Nimule-Juba route and sixteen (16) trucks in *Table 2*, that were burnt along the route. The deaths were attributed to resistance by truck drivers to pay high illegal or unofficial visa fees and road tolls charged on goods and trucks by unidentified armed men at the illegal roadblocks along the route. He further informed the Committees that the

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killings of truck drivers and traders were orchestrated by anti-South Sudan government forces.

Table 1: Registered Truck Drivers who have lost lives in South Sudan

Sn	NAME	AGE	NATIONALITY	PLACE OF DEATH	TRUCK REG. NO.	DATE
1	Atik Pius		Ugandan	Rock City	SSD 667F	17-Jun-21
2	Kalyowa Musa		Ugandan	Jebelin	UBH 026C	15-Jun-21
3	Issack Ouma Ofwa		Kenyan	Jebelin	KBR 929L	01-Aug-21
4	Harun Abdullahi Ore		Kenyan	Jebelin	KCF 351M	22-Aug-21
5	Issa Salat		Kenyan	Jebelin	KBN 363L	22-Aug-21
6	Hashim Ismail Abdinoor		Kenyan	Nesitu - Juba Academy	KBR 296B	17-Mar-21
7	Elijah Muji		Kenyan	Pageri		01-Apr-21
8	Jerald Orange		Kenyan		KCS 506A	01-Apr-21
9	Abdi Abdullahi		Kenyan	Mundri Road		May-21
10	Joshua Odero		Kenyan	Pageri	KBP 354K	01-Apr-21
11	Jamilah Nduku Kivuvani		Kenyan	Aru Junction - Nesitu	KBQ 978P	2017
12	Ssembuse Umar	27	Ugandan	Ganji Yei Road	UAH 151R	29-Mar-21
13	Baguma Musa	43	Ugandan	Jebelin	UAH 195M	13-Feb-21
14	Hajji Makanga Abdu	55	Ugandan	Ganji Yei Road	UAH 151R	29-Mar-21
15	Mutebi Qurashi	30	Ugandan	Ganji Yei Road	UAQ 466Z	29-Mar-21
16	Katongole Hussein	34	Ugandan	Ganji Yei Road	UAS 470S	01-Apr-21
17	Alay Sahale		Ugandan	Pageri		09-Sep-21
18	Samuel Afewerki		Eritrean	Torit Road		Apr-21
19	Hapom Fisha		Eritrean	Mundri Road		
20	Haeleslase Fremichael		Eritrean	Tonji Wau Road		
21	Emanuel Yamane		Eritrean	Fransika Mavolo Road		
22	Tesfay		Eritrean	Fransika Mavolo Road		
23	Biniam Mekoros		Eritrean	Bentiu Road		
24	Gebriyesus Kaleta		Eritrean	Obama		2016
25	Eseyas Semere		Eritrean	Rajab Gumbo Road		2016
26	Fisaha Gabreha Wariat		Eritrean	Rajab Gumbo		2016
27	Dawit Feshahayes		Eritrean	Bor Road		2019
28	Brehane Isaac		Eritrean	Bor Road		

Source: Musisi Asadu Sentongo (0772 358 130/0702 571 162), Chairman Regional Truck drivers - Member of Truck Drivers Association

Table 2: List of trucks burnt in South Sudan

SN	REG. No.	COUNTRY OF ORIGIN	DATE OF INCIDENCE	PLACE OF INCIDENCE
1	UBA 487N	Uganda	2021	
2	KBH 591T		09-Sep-21	
3	UAE 917B	Uganda	29-Mar-21	Ganjji
4	ZD 3148		29-Mar-21	Ganjji
5	UAQ 466Z	Uganda	29-Mar-21	Ganjji
6	ZC 0654		29-Mar-21	Ganjji
7	UAH 151R	Uganda	29-Mar-21	Ganjji
8	UAZ 115H	Uganda	29-Mar-21	Ganjji
9	UAS 470B	Uganda	29-Mar-21	Ganjji
10	UAS 746F	Uganda	29-Mar-21	Ganjji
11	UAS 435H	Uganda	08-Jun-21	Tseretenya - Ikotos
12	UAD 807G	Uganda	08-Jun-21	Tseretenya - Ikotos
13	UAG 845Q	Uganda	24-Jan-21	Morobo
14	UAB 415N	Uganda	24-Jan-21	Morobo
15	UAH 785F	Uganda	27-Mar-21	Yei Road
16	UAG 941Q	Uganda	27-Mar-21	Yei Road

Source: Musisi Asadu Sentongo (0772 358 130/0702 571 162), Chairman Regional Truck drivers – Member of Truck Drivers Association

5.1.2 Interventions by Government of Uganda to address the security concerns of Ugandan truck drivers and traders operating in South Sudan

The restoration of security.

The Committees note that over the years, Uganda has maintained a diplomatic stance despite the continued killings and hostile treatment of Ugandans in South Sudan. At the commencement of the strike by the truck drivers in protest to the killings, the Government of Uganda, through the Ministry of Foreign Affairs, and Uganda's embassy in Juba, initiated engagements with the Ministry of Foreign Affairs and International Cooperation of the Republic of South Sudan that resulted in the issuance of a Note Verbal of reference RSS/MFA&IC/J/BIL/AAD/3/8/027 dated 6th September 2021⁷ by the Government of South Sudan wherein South Sudan committed to providing security and ensuring the safety of the truck drivers along the Juba-Nimule road by;

⁷ See Appendix A

- i) Deploying the South Sudan People's Defense Force (SSPDF) and South Sudan National Police Service (SSNPS) to escort truck drivers along the road;
- ii) Removing all obstacles that caused delays along the highway to Juba; and
- iii) Sustaining all these safety measures and adherence to government escort directives.

The Committee was informed that pursuant to the diplomatic engagements, the Government of the Republic of South Sudan had set up military check points on the stretch of about 190km on the Nimule-Juba route where most of the killings were occurring and deployed security officers to escort truck drivers along the road.

However, during the Committees' interactions with the truck drivers, they expressed concern that they were not consulted during the engagements between the South Sudan and Ugandan authorities and yet, being the affected parties, they were better placed to inform a win-win mutual agreement. They further reported that most of the resolutions reached by the two governments had not yet been implemented. They informed the Committees that whereas trucks are escorted by convoys inside South Sudan, the convoys are not starting from Nimule as agreed but from Nisitu; the roadblocks between the stretch from Elegu-Nisitu along the high way were still on, and the truck drivers were still subjected to paying exorbitant illegal fees on their way to Juba, failure of which they were detained.

Accordingly, the truck drivers indicated that the security situation along the Juba-Nimule route has not improved much despite the diplomatic engagements between the Government of Uganda and South Sudan. They further reported that the trucks which were burnt by the armed men in South Sudan were in the custody of the South Sudan authorities but there is no clear compensation plan for the people killed, the trucks burnt, and the property lost.

The Committees observe that the continued harassment and killing of Ugandans operating in South Sudan and the indifference of the South Sudan Government in addressing the security concerns of the Ugandans is a breach of the bilateral trade agreement between the Government of Uganda and the Government of South Sudan signed in 2008 which among other things, requires the two governments to protect their citizens and provide an enabling environment for trade between themselves; the Memorandum of Understanding (MoU) signed in 2010 to promote and develop trade relationships between the two countries and an affront to the fundamental principles of the EAC to which South Sudan was admitted as a member state on 15th August 2015; Article 6 of the EAC treaty specifically requires partner states to uphold the principles of mutual trust, political will and sovereign equality, peaceful coexistence and good neighborliness, peaceful settlement of disputes, and cooperation for mutual benefit among others.

The Committees further observe that whereas the two governments have instituted measures such as providing business people from Uganda to South Sudan with escorts, these are inadequate, temporal and unsustainable given the financial implications involved. In addition, there is fear that the convoy arrangement currently in force will predispose traders to further extortion by the soldiers who are charged with escorting them through the danger zones.

The Committees therefore recommend as follows:

- i) Government of Uganda through the Ministry of Foreign Affairs and the Ministry for East African Community Affairs should intensify engagements with the Government of South Sudan at both bilateral and regional levels to ensure the safety and security of Ugandans operating within South Sudan. The diplomatic engagements should be continuous until the safety and security of the Ugandans is guaranteed.***
- ii) The issuance by Government of travel advisories warning Ugandans not to travel to South Sudan without security***

guarantees, should be augmented by enforcement mechanisms by Ugandan security forces at the Uganda-South Sudan border to prevent Ugandans from crossing into South Sudan whenever there is insecurity in the South Sudan.

iii) Government of Uganda through the Ministry of Foreign Affairs and the Ministry of Trade, industry and cooperatives should sensitize Ugandans travelling to South Sudan about the need to register their presence with the Ugandan Embassy in Juba to ease tracking whenever need arises.

Compensation of Ugandan traders.

The Committees note that in May 2019, Parliament instituted a Select Committee that inter alia inquired into the payment of monies owed to Uganda-South Sudan traders by the Republic of South Sudan under the Bilateral Agreement between Government of Uganda and the Government of South Sudan signed in 2016. In the Agreement GOU undertook to pay in form of a loan on behalf of the Government of South Sudan, claims of Ugandan traders who supplied goods to the Government of South Sudan between 2008 and 2010 that were not paid or partially paid. The Committee recommended that the claims by the Ugandan companies whose payment had been approved by the Ministry of Finance and Planning of South Sudan, amounting to USD 207,151,324, be provided for in the Budget of the FY 2019/20 and further that payment be made after verification of the other companies named in the report whose claims total to USD 45,288,312. However, Parliament is yet to receive a status report from the Ministry of Finance, Planning and Economic Development on the payments made, if any.

The Committees note that the Government of the Republic of South Sudan is bound by the international customary law principle of state responsibility to protect foreign nationals within its territory and to make full reparation for the death or loss occasioned to the foreign nationals⁸ as a result of failure by the state to take appropriate measures to protect them.

⁸ International Law Commission's Draft Articles on Responsibility of States for Internationally wrongful acts. Article 31

It is noteworthy that the 2016 Bilateral Agreement relates to claims for unpaid supplies by Ugandan traders to South Sudan between the period 2008 to 2010 and not compensation for loss of lives and property of traders as a result of the insecurity in South Sudan at the time.

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The Committees were informed that on 3rd August, 2021 the Minister of Foreign Affairs and International Cooperation of South Sudan held a meeting with envoys from Uganda wherein a resolution to ensure compensation for the lives that were lost along the Nimule-Juba Highway was reached. The resolution further contained a commitment by the South-Sudanese authorities to remove all roadblocks along the Nimule-Juba highway, clear bushes where the assailants were ambushing the drivers as well as ensure the safety of drivers by providing them SSDF escorts.

However, at the time of the oversight visit, the above commitments had been partially implemented by the South-Sudan authorities.

The Committees therefore recommend as follows:

- iv) The Government of Uganda through the Ministry of Foreign Affairs and Uganda's embassy in Juba should establish the actual number of Ugandans who have lost their lives in South Sudan, the properties lost/destroyed and thereafter engage the Government of South Sudan on a comprehensive compensation plan for the lives and property lost. This will restore the confidence of Ugandan traders in doing business in South Sudan, improve bilateral relations between the two countries and further regional development through cross border trade.*

The Security Situation at the Elegu Border

As earlier mentioned, the Elegu border lies on the Juba-Kampala highway which is a transit route for exports from Uganda, the East African region and the rest of the world into South Sudan. In addition, Uganda relies on the security at the border to protect its territorial integrity as a sovereign state. It is therefore imperative that the border is adequately secure to promote the

free flow across border and inter community trade for the socio-economic development of the country while at the same time prevent wrongful elements and illegal immigrants from entering the country.

The Committees noted that there are contestations between Uganda and South Sudan over the border stemming from amongst other factors poor and inconclusive border demarcation. This has contributed to the incidences of insecurity at the border and strained bilateral relations between the two states. For instance, in September 2005, there was a border conflict between the communities of Kajo-Kejji county in South Sudan and the Ugandan district of Moyo over a disputed territory at the border where several people were killed, thousands displaced, and property destroyed. Consequently, the conflict resulted led to the suspension of construction works of a road project and a communications tower⁹. Similarly, on October 27, 2020 there were clashes between the SSDF and the UPDF in South Sudan's East Equatoria state that left two South Sudan soldiers dead¹⁰ with both sides insisting that they were on their respective country's border. Although these incidents are not directly linked to the recent spate of attacks, ambushes and incidents of insecurity along the Juba-Nimule Road, they have partly contributed to the increasing hostility of South Sudanese towards Ugandan traders and communities at the border of Uganda and South Sudan.

During the oversight visit, the Committees established that the South Sudan People's Defence Forces (SSPDF) had set up a security check point on Ugandan side of the border and a detention point where a Ugandan was being held. The SSPDF even attempted to block members of the Committees from accessing the area. The level of hostility exhibited by the South Sudanese security operatives towards the Members during the oversight visit is a clear

Solomon, O. W. (2020, October 29). *Four killed in South Sudan-Uganda border Skirmish*. Retrieved from VOA: https://www.voanews.com/a/africa_south-sudan-focus_four-killed-south-sudan-uganda-border-skirmish/6197744.html

¹⁰ ibid.

indication of lack of brotherhood, EAC ideological orientation and professionalism which are prerequisites for the realization of the EAC integration agenda.

The local authorities of Amuru district further informed the Committee that South-Sudan forces had interfered with and delayed the construction process of the Aswa hydro power plant on Aswa river near Lamwo which is clearly on the Uganda side of the border claiming that the river falls in the territory of South Sudan. The project was partly aimed at addressing the problem of flooding in the area which had paralyzed businesses and cross border trade.

The Committees consider the actions of the SSPDF, a violation of Uganda's sovereignty and territorial integrity and a breach of; Article 4 (b) (e) and (f) of the Organisation of African Unity Charter that demands partner states to respect borders, institute peaceful mechanisms of resolving conflicts and prohibit the use of force or threat among Member States of the Union; Article 6 of the EAC treaty that requires partner states to uphold the principles of sovereign equality, peaceful coexistence and good neighborliness.

The Committees note that territorial boundary disputes arise whenever the neighbouring borderland is seen to be attractive to the country initiating the dispute¹¹.

The Committees ascertained that the Sudan(current day South Sudan)-Uganda boundary was established by "**Order of the Secretary of State for Colonies in 1914**"¹². However, before Uganda's independence in 1962, the boundary had continued to be a center of conflicts occasioned by the indifference of the British to demarcate the exact political boundary between the two countries. By virtue of the two countries being colonies to the British crown, it was construed by the colonialist to be of minimal importance to

¹¹ Ibrahim, T. A. (2017). International Boundaries and Inter-state relations in the Nile Basin. East Eisenhower Parkway, USA: Proquest. p.15

¹² Bureau of Intelligence and Research (1970a) *Sudan-Uganda Boundary, International Boundary Study No. 104: The Geographer*, Washington, DC: U.S. State Department [1:1,750,000 map; Bodleian Library, Oxford: G.Per 27/No104]

clearly demarcate the international territorial and political boundary¹³ between the two states.

After Uganda gained independence in 1962, the border disputes between the two countries since reduced but occasionally, incidences of conflicts that have culminated into killings have continued to manifest.

From the Committees' interactions with the Ugandan security forces in Northern Ugandan, the security forces were highly supportive of using dialogue with the South-Sudanese authorities which they considered the most effective way of resolving the border conflict between the two states. The Resident District Commissioner of Amuru district informed the Committees that the President of the Republic of Uganda had indicated that the issue of border demarcations was a matter at presidential level that he would resolve with his counterpart, the President of the Republic of South Sudan.

Besides the contestations over the Uganda-South Sudan border, the Committees were informed that security on the Ugandan side of the border was adequate since there were few reported incidences of conflict. It was further reported that South Sudanese always sought refuge on the Ugandan side of the border in the event of looming security threats. The Committees noted that CCTV cameras had been installed at the border post to monitor and deter crime. Intelligence and security organs, including the UPDF, Police, CMI and Interpol were working together to ensure security at the border.

However, the Committees noted that the porous borders continue to present challenges that undermine security efforts at the border as they serve as entry points for criminal elements, smuggling, human and drug trafficking, illegal immigration and proliferation of firearms among others. Moreover, the ongoing COVID 19 pandemic is exacerbating these security challenges. The Committees were informed that the UPDF and Police were addressing the

¹³ Ibrahim, op. cit., p.70


security challenge by deploying soldiers at the porous borders daily to do foot patrols. Additionally, the officials from the Ministry of Foreign Affairs decried the non-provision of funding for the conclusion of the demarcation of the border between Ugandan and South Sudan.


The Committees therefore recommend as follows;


- i) Government of Uganda should expedite the completion of the joint border demarcation process with the Government of South Sudan in order to protect Uganda's territorial integrity and mitigate the security threats posed by incursions by South Sudan armed forces into the Ugandan territory. The border demarcation exercise should be conducted jointly by the two countries and should be informed by the existing treaties, Orders, colonial maps and coordinates to lessen the possibility of conflicts in the process of validating boundary points. Consequently, the required funding for the conclusion of the border demarcation exercise should be availed to the Ministry of Foreign Affairs.*
- ii) The UPDF and Uganda Police should intensify patrols along the porous borders to safeguard the border and surrounding communities and increase border security training programs for its officers to boost their professional capacity to secure the border.*
- iii) Government through the Ministry of East African Community Affairs and Ministry of Foreign Affairs should conduct sensitization of the local leaders and border communities on the importance of peaceful co-existence and good-neighborliness which are principles that underpin the EAC integration process.*
- iv) Government of Uganda should harness its position in the EAC and Africa as a regional promoter and exporter of peace by advocating for the training and professionalization of the South Sudan security forces through the EAC, IGAD and AU platforms. This will go a long way in improving bilateral relations between the two countries and promoting regional peace and security.*






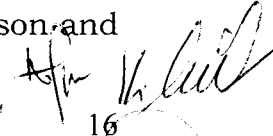
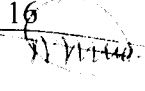
5.2 TOR 2: THE OPERATIONAL CONTROLS AT THE BORDER TO DETER ILLEGAL ENTRY/EXIT AND TRANSBORDER CRIMES

The Committees noted that the volatile security environment in South Sudan coupled with the porous nature of Uganda's borders have increased Uganda's vulnerability to illegal cross border activities and trans-border crimes jeopardizing national and regional security efforts. Consequently, there have been numerous reports of the increasing murders by unknown gunmen most especially in the districts straddling the Uganda-South Sudan border. It is against this background that the Committees sought to appraise the adequacy of the existing border controls to deter illegal cross border movements and trans-border crimes.

 The Committees established that management of the Elegu border is a shared responsibility of various government agencies that have specific administrative responsibilities namely, the Directorate of Immigration and Citizenship Control (DICC), Uganda Police Force (UPF), Internal Security Organization (ISO), External Security Organization (ESO), which are all under the Ministry of Internal Affairs (MIA), as well as the Uganda Peoples' Defence Force (UPDF) and Uganda Revenue Authority (URA).

 Border control (control of movements of persons in and out of Uganda) at the Elegu border post is largely the responsibility of the DICC whose mandate is to facilitate the legal and orderly movement of persons to and from Uganda, verify and process Uganda citizenship and enforce immigration laws for the security and development of Uganda. DICC works closely with the security agencies mentioned above to counter potential security threats to Uganda, illegal immigration and trans-border crimes such as terrorism and human and drug trafficking among others.

 The Committees were informed that DICC enforces the use of common standard documents by travelers such as passports, temporary movement permits and has adopted the Personal Identification Secure Comparison and

Evaluation System (PISCES) which is used to gather data on potential criminals who might be a threat to national peace and security. These border control mechanisms are augmented by border community engagements geared at encouraging residents to report suspicious movements, snap checks and patrols to intercept illegal entry, information sharing amongst border agencies and regular meetings of the Wanted And Suspected Person (WASP) Committees among others. The engagements inform operational procedures in handling wanted and suspected persons.

The Committee was further informed that "pilgrimage" refugee movements of South Sudanese across the borders occasioned by conflicts and natural disasters presents a huge challenge to border security enforcement. The local authorities reported that whenever international agencies such as World Food Program (WFP) supplied relief in the refugee camps along the border, there would be a massive influx of South Sudanese illegal entrants into Uganda through the porous borders. Additionally, the Committees were informed that South Sudanese who are registered as refugees in Uganda in the camps along the border occasionally return to their families to participate in their social, cultural ceremonies which further undermines the security efforts at the border.

The Committees observe that the unresolved border disputes between Uganda and South Sudan presented difficulties in determining the citizenship of persons in the trans-border areas.

The Committees therefore recommend that government through the relevant security agencies should strengthen the security monitoring systems especially at the porous borders of Uganda - South Sudan to ensure effective control of the border.

5.3 TOR 3: THE PROCESS FOR ISSUANCE OF TRAVEL DOCUMENTS AT THE BORDER

The role of the Directorate of Immigration and Citizenship Control (DICC) at the Elegu border extends to the issuance of passports and visas, temporary movement permits as well as granting work permits and national identity cards. To fulfil these functions, travellers are required to report to DICC Immigration Officers before proceeding to examination by the other agencies.

During the visit to Elegu, the Committees were informed that there was an agreement to waive visa fees for nationals between the two countries. Uganda was already implementing the agreement on the confidence that South Sudan would reciprocate. As we report, through a Note Verbal of reference EMB/RSS/UG/04.10.2021.A.6 dated 4th October, 2021, the government of South Sudan waived visa fees on Ugandans effective 4th October, 2021¹⁴.

The Committees observe that waiver of visa fees underpins the implementation of the EAC Common Market Protocol, specifically Article 7(2)(a) that requires partner states to ensure the non-discrimination of citizens of partner states based on their nationality by ensuring entry of citizens of the other partner into the territory of the Partner state without a visa.

Further still, travel documents for movements across the borders were still being issued. These included and passports and temporary movement permits valid for 30 days at ten thousand Uganda shillings. The interested party would initiate the process of issuing travel documents to travellers upon presentation of a valid national ID, letters from local leaders and two passport pictures. The respective application fees, as required by law and statutory regulations, would apply.

The Committees therefore recommend that government should strengthen the Directorate of Immigration and Citizenship Control at the Uganda - South Sudan border to ensure effective issuance of travel

¹⁴ See Appendix B

permits and enhance management of the border point to deter illegal entry.

5.4 TOR 4: THE OVERALL MANAGEMENT OF THE BORDER POST IN PURSUIT OF COMMERCIAL AND ECONOMIC DIPLOMACY THE EAC COMMON MARKET AND CUSTOMS UNION

The Committees observed that South Sudan remains a strategic trading and investment partner for Uganda despite the volatile security situation in the country. Uganda's exports to South Sudan increased to US\$ 28.7 million in December 2020 from US\$25.9 million in November 2020¹⁵. Uganda's leading exports to South Sudan include cereals, maize and wheat flour, sugar, vegetable oils, beer, soft drinks, iron, steel, cement and motor vehicle re-exports¹⁶. This augments the need to strategically manage the border post in pursuit of commercial and economic diplomacy which is one of Uganda's foreign policy objectives.

In addition, Uganda and South Sudan are bound by the Customs Union Protocol which is a critical pillar and first stage of the EAC integration process. The Protocol emphasizes that partner states ensure an environment that encourages trade facilitation, national treatment, and dispute settlement mechanism within the Community. This is adapted from Article 76 of the Treaty establishing the EAC, which advocates for free movement of goods, labor, services, capital, and the right to the establishment within the Community.

The Committees observe that South Sudan was admitted as a member state to the EAC on 15th August 2015, long after the Customs Union Protocol had been signed. The officials representing the Ministries of Foreign Affairs and East African Community Affairs revealed that South Sudan was yet to ratify the East African Customs Union Protocol because it was the newest to join

¹⁵ Lubega, A. K. (2021). *Monthly Merchandise Trade Statistics Bulletin*. Kampala: Uganda Bureau of Statistics.

¹⁶ Esiara, K. (2021, Friday 09). *The East African*. Retrieved from Uganda, South Sudan in talks to beef up Security on major trade route: <https://www.theeastafrican.co.ke/tea/business/attacks-on-drivers-3355136>

the Community and that efforts to integrate the partner state fully into the ideology of the EAC integration were still ongoing and high on the agenda of the Council of Ministers of the Community.

Further still, the **report of the EALA Committee on Communications, Trade and Investment on the status of ratification of the amended Article 24 (2) (a) of the Protocol on the Establishment of the East African Customs Union to provide for the Establishment of the Trade Remedies Committee**¹⁷, revealed that the officials from South Sudan representing the Ministry of EAC Affairs reported to have had administrative challenges in the year 2017 when the Director General, Customs and Trade wrote to them requesting for a status update on the ratification of the amended Article of the Protocol.

A Ugandan official representing the Ministry of trade revealed to the Committees that the ratification process of the amended Article 24(2)(a) of the Protocol on the Establishment of the East African Customs Union providing for the establishment of the Trade Remedies Committee was still ongoing. The Committees noted that the amendment of the Article was approved on 29th April, 2009 at the 10th Ordinary Meeting of the EAC Summit of Heads of State and on 10th November 2014, the EAC Secretary General wrote to all Member States urging them to expedite the ratification process and to deposit the instruments of ratification by 28th February, 2015¹⁸. However, the Committee observes that there is no documentation on the ratification of the amendment of the Article by Uganda to date. Parliament has neither received a ministerial statement from MEACA/Ministry of Trade to ratify the amendment nor has a status report on the subject matter been laid.

¹⁷ G.D. Nhial, et al., *Report of the Committee on Communication, Trade and Investment oversight activity on the status of ratification of the amended Article 24(2)(a) of the Protocol on the establishment of the East African Community Customs Union and the implication of the delayed establishment of the trade remedies Committee in the EAC partner states*, EALA, 2019, p.9

¹⁸ See Appendix C

Further still, the Committees note that one-stop border posts were rolled out as part of the regional integration agenda to facilitate the movement of people/goods and to break the entrenched operational patterns within government agencies of partner states. The Elegu border is one such of the thirteen One Stop Border Posts (OSBP) within the EAC region. However, the Committees were informed that the OSBP was not set up on the South Sudan side which consequently created an apparent lack of cohesion and information sharing at border post. This partially explains why the truck drivers reported the continuous subjection to extortions on cargo and illegal road tolls.

The Committees observe that the continuous harassment and killing of Ugandan traders and truck drivers signifies a lack of data sharing at the customs, an indicator of persistent distinction of institutional cultures between the Ugandan and South Sudanese government agencies at the border post. The uncoordinated management of border on the South Sudan creates confrontations between South Sudan authorities and the Ugandan truck drivers and traders which often culminate into killings. These undermine the objectives of the EAC integration and particularly, the implementation of the EAC Protocols on the Single Customs Union and Common Market.

Additionally, the delayed ratification of the amendment of Article 24(2)(a) of the Protocol on the Establishment of the East African Customs Union providing for the establishment of the Trade Remedies Committee by South Sudan continues to present a lack of an efficient and timely trade dispute mechanism.

The Committees therefore recommend as follows:

- i. **The Ministry of East African Community Affairs in liaison with the Ministry of Foreign Affairs should fast track the ratification process of the amendment of Article 24(2)(a) of the Protocol on the Establishment of the East African Customs Union to operationalize the EAC Committee on Trade Remedies. This will put in place a trade dispute mechanism**

to handle all trade disputes that would arise between partner states. A status report on the matter should be presented to Parliament before consideration of the Ministerial Policy Statements for the Ministry of East African Community Affairs and the Ministry of Foreign Affairs for FY2022/23.

- ii. *The Ugandan Minister of East African Community Affairs, at the level of the Council of Ministers should advocate for the expeditious full integration of South Sudan to allow for the ratification of the Protocol on the Establishment of the East African Customs Union by South Sudan. This will eliminate barriers that are currently affecting trade between the two partner states.*
- iii. *The Ugandan Minister of East African Community Affairs, at the level of the Council of Ministers should advocate for an amendment to the EAC treaty to allow for the commencement and implementation of any Policy, Protocol, Act of the Community as long as two thirds of the partner states agree to ratify the requisite instruments there to. This will help to cure the sabotages occasioned by non-willing Partner States.*

5.4.1 Plight of traders at the border post.

The Committees noted that the plight of cross border traders at the border post was perturbing. These included formal and informal traders. Several concerns raised were noted to have had a significant impact on the trade and the livelihoods of Ugandan cross border traders. These among others included the border closure/restriction of goods and personnel occasioned by the Covid 19 pandemic. The free movement of goods and persons were affected yet most of their trading counter parts are from South Sudan. As such, cross border traders were not able to transact business leading to loss of capital and collateral being sold off by banks for failure to meet loan obligations.

The cross-border traders also revealed that there were no banking services at the Elegu border or within the Community. The only bank that existed at the border was DFCU Bank which closed shop and left after heavy rains and

floods destroyed its offices. Traders have to bear the high mobile money transaction costs, which eats into their capital and profits.

The Committees observe that the high trade costs are a factor that contributes to persistent low trade levels among the cross-border traders. Furthermore, the absence of banking services continues to affect the growth of business occasioned by lack of credit facilities and traders mostly have to store physical cash, a recipe for robbery and violence at Elegu border post.

The URA officials informed the Committees that most bulk cash transactions at the border were being handled by a forex bureau. The Committees observes that this poses a huge risk to traders and the lack of banking services negatively affect the collection of government revenue (taxes).

The Committees therefore recommend that;

- i. Government houses post bank in the OSBP facility to provide banking services.***
- ii. Government should provide incentives to attract financial institutions to set up offices at the Elegu border. This will bring banking services that will help improve trade.***

5.5 TOR 5: THE STATE OF INFRASTRUCTURE AT THE BORDER

The Committees inspected the One Stop Border facility at Elegu to ascertain its capacity to facilitate trade between Uganda, South Sudan and the East African Region. The Committees found out that the physical infrastructure at the border was relatively new and in a good state under the management of URA.

However, the Committees were informed by the staff of the different government agencies stationed at the border that they were still grappling with the challenge of securing adequate residential accommodation. The Committees noted that the available housing facilities were inadequate in terms of hygiene and safety.

The Committees observe that the lack of adequate accommodation in Elegu affects the performance of staff and slows down service delivery at the one stop border point as government officials have to commute daily for long distances to get reasonable accommodation in Gulu City. During the oversight visit, members of the Committees also had to commute daily from Elegu to Gulu, a long stretch of over 100km in search of good hotel accommodation.

11/11/17
The Committees therefore recommend that;

- i. Government should liaise with the relevant local government authorities to secure land and construct quality and adequate housing facilities for its officials at the Elegu border. This will not only improve the working conditions of the officers but also enhance service delivery at the border post.**
- ii. In addition, Government should provide incentives to local investors to construct quality and affordable accommodation facilities at Elegu to facilitate trade at the border.**
- iii. Government through the relevant government agencies should deliberately enforce implementation of the Physical Planning Act 2010 (as amended) to address the challenges typical of border towns. This will improve on the traffic impasses occasioned by the huge numbers of trucks and also improve service delivery to enhance trade at these high traffic points.**

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[Signature]
5.5.1 The Flooding at the one stop border post.

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The business Community, transporters and the district leadership decried the recurrent floods that disrupt business and continue to hinder the construction of the Border Export Zone (BEZ). The same concerns were reiterated by the government officials housed at the one stop border facility.

[Signature]
The Committees were informed that the purpose for the construction of the BEZ was to among others, ensure Uganda's full exploitation of market opportunities presented by regional integration and increase exports to South Sudan. However, the construction of the BEZ was affected by the flooding

[Signature]
James Abrahams

threat prompting the Ministry of Trade to conduct a flood mitigation study in 2019. The study proposed two options to deal with the floods;

- i. Option 1 proposed for the construction of a reservoir whose water would in turn be used for irrigation at a cost of Ug. Shs. 198.1 Billion.
- ii. Option 2 proposed for the diversion of the river Unyama at a cost of Ug. Shs. 166. Billion.

The Committees noted that while there was a flood mitigation plan in place, Members were not provided with the implementation road map.

The Committees observe that the continued delay for the implementation of the flood mitigation plan continues to pose a great flood risk to business, lives and property of the people at Elegu border post. The area continues to experience heavy flooding during rainy seasons, destroying access roads hence hampering transportation of goods and services within the Community.

The Committees therefore recommend that;

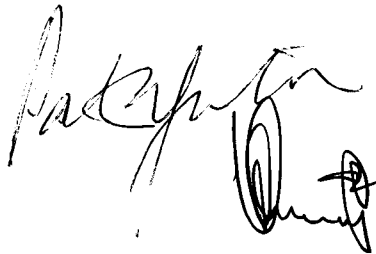
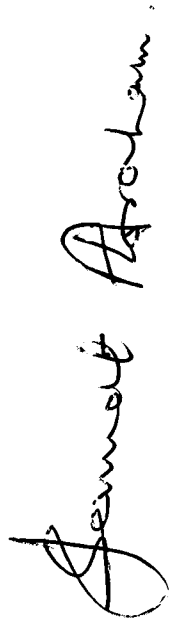
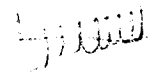
- i. ***In line with the recommendation of the mitigation plan, funding for the proposed construction of a reservoir to a tune of Ug. Shs. 198.1 Billion be provided to help mitigate the floods.***
- ii. ***The Ministry of Water and Environment should take lead and expeditiously implement the flood mitigation plan for the construction of the dam and reservoir on Unyama river to fully mitigate the flood threat. The dam could be utilized for agriculture through irrigation. Upon adoption of this report, the Ministry should initiate a road map demonstrating how the plan is to be implemented and report back to the house within six months.***

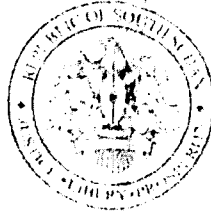
6 CONCLUSION.

The Committees are cognizant of the need for government to maintain favorable bilateral relations with South Sudan as a strategic partner for Uganda. However, this should not be done at the expense of the lives of Ugandans. Government should therefore take deliberate steps to ensure that

the security of Ugandans in South Sudan is guaranteed to boost cross border trade between Uganda and South Sudan. At the same time, Government should prioritize the demarcation of the Uganda-South Sudan border to mitigate the recurrence of border conflicts and strengthen bilateral relations between the two countries to also foster the EAC integration agenda.

I beg to submit.





THE REPUBLIC OF SOUTH SUDAN
MINISTRY OF FOREIGN AFFAIRS AND INTERNATIONAL COOPERATION
HEADQUARTERS

RSS/MFA&IC/1/BIL/AAD/3/8/027

6/9/2021

Note Verbal

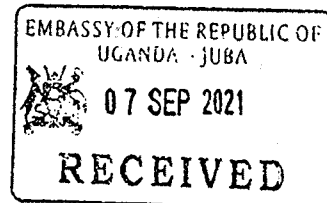
The Ministry of Foreign Affairs and International Cooperation of the Republic of South Sudan Presents its compliments to the Embassy of the Republic of Uganda in Juba and has the honor to inform the later that, the government of the Republic of South Sudan is committed to provide the security and safety to truck drivers along Juba Nimule road as follows:

- The escort will be provided by the South Sudan People's Defence Force (SSPDF) and South Sudan National Police Service (SSNPS)
- The Obstacles that cause delay in the high way to Juba will be removed
- The Government is committed to sustain this safety measures and advise all the road users to adhere to government escort directives.

The Ministry of Foreign Affairs and International Cooperation of the Republic of South Sudan avails itself of this opportunity and to renew to the Embassy of the Republic of Uganda in Juba the assurances of its highest consideration.



To:

Embassy of the Republic of Uganda in Juba
Juba – South Sudan



JUBA, SOUTH SUDAN

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**EMBASSY OF THE REPUBLIC OF SOUTH SUDAN
KAMPALA - UGANDA**

Ref: Date:
EMB/RSS/UG/04.10.2021.A.6 4th October, 2021

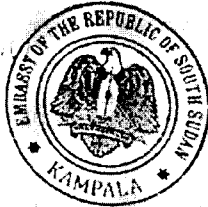
NOTE VERBAL

The Embassy of the Republic of South Sudan in Kampala, Uganda presents its compliments to the Ministry of Foreign Affairs of the Republic of Uganda and has the honor to inform the latter that with effect from today, 4th October 2021, in the spirit of reciprocity, the Government of the Republic of South Sudan has directed the Ministry of Interior of South Sudan to waive visa fees for all Ugandans entering the Republic of South Sudan.

The Ministry of Foreign Affairs Uganda is requested to relay this information to all International and Regional airlines operating from Entebbe (Uganda) and beyond.

The Embassy of the Republic of South Sudan in Kampala avails itself of this opportunity to renew to the Ministry of Foreign Affairs of the Republic of Uganda the assurance of its highest consideration.

**Ministry of Foreign Affairs
Kampala - Uganda**



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P.O. Box 25664 Kampala Tel: +256 414 230272

EAST AFRICAN COMMUNITY

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ARUSHA, TANZANIA



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E-mail: eac@eachq.org
Web: <http://www.eac.int>

THE SECRETARY GENERAL

Our Ref: SGN/4/9
Date: 10th November 2014

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Permanent Secretary,
Ministry of East African Co-operation,
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E-mail: meaca@meaca.go.ug / ensajia@yahoo.com

East African Community (EAC) Headquarters, Afrika Mashariki Rd. / EAC Close, Arusha, Tanzania

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Dear Permanent Secretary,

**RE: RATIFICATION OF THE AMENDMENT OF ARTICLE 24 (2) OF THE PROTOCOL ON
THE ESTABLISHMENT OF THE EAST AFRICAN COMMUNITY CUSTOMS UNION**

At its 10th Ordinary Meeting held on 29th April 2009, the EAC Summit of Heads of State approved the amendment of Article 24 (2) of the Protocol on the Establishment of the East African Community Customs Union. At its Meeting held from 27th October to 1st November 2014, the Sectoral Council on Legal and Judicial Affairs, while considering the operationalization of the EAC Trade Remedies Committee, noted that the Partner States were yet to ratify the amendment of Article 24 (2) of the Protocol.

The Sectoral Council therefore observed the need for the Partner States to expedite the ratification process and to deposit the instruments of ratification by 28th February, 2015 to enable the operationalization of the Trade Remedies Committee.

The purpose of this letter is therefore to submit to Partner States the approved amendment of the Article 24 (2) of the Protocol on the Establishment of the East African Community Customs Union. The text of amendment is attached.

Please accept, Principal / Permanent Secretary, the assurances of my highest consideration.



Charles Njoroge
Deputy Secretary General
(Political Federation)
For: SECRETARY GENERAL


**Encl: AMENDMENT OF ARTICLE 24 (2) OF THE PROTOCOL ESTABLISHING THE EAST
AFRICAN COMMUNITY CUSTOMS UNION**

East African Community (EAC) Headquarters, Afrika Mashariki Rd. / EAC Close, Arusha, Tanzania

The 10th Summit of Heads of State held at Ngurdoto Mountain Lodge on 29th April 2009 approved the amendment of Article 24 (2) of the Protocol Establishing The EAC Customs Union by deleting the word “nine” appearing in Paragraph (2) (a) of that Article.

The amended provision reads:

"The Committee shall be composed of members, qualified and competent in matters of trade, customs and law."



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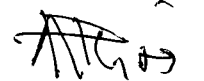
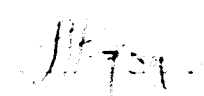


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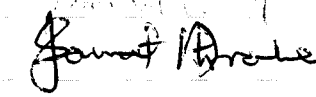
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**SIGNATURE SHEET FOR THE REPORT ON THE JOINT OVERSIGHT VISIT BY THE COMMITTEE ON EAST AFRICAN
COMMUNITY AFFAIRS AND THE COMMITTEE ON FOREIGN AFFAIRS TO THE UGANDA-SOUTH SUDAN BORDER
AT ELEGU**

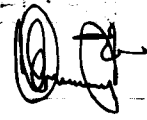
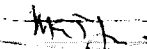


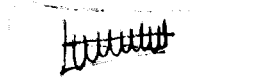
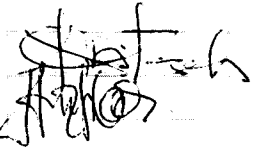

EAC COMMITTEE MEMBERSHIP - 1st SESSION, 11th PARLIAMENT

No	NAME	CONSTITUENCY	PARTY	SIGNATURE
1	Hon. Noeline Kisembo Basemera C/P	DWR Kibaale	NRM	
2	Hon. Abdi Fadhil Kisos Chemaswet D/CP	Soi County	NRM	
3	Hon. Lomwar Ismail Muhammad	Kotido Municipality	NRM	
4	Hon. Masika Apollo	Namisindwa County	NRM	
5	Hon. Ngoya John Bosco	Bokora County	NRM	
6	Hon. Kayagi Sarah Netalisire	DWR Namisisndwa	NRM	
7	Hon. Ogwal Moses Goli	Dokolo North	NRM	
8	Hon. Okullo Aabuka Jallon	Lamwo County	NRM	
9	Hon. Kibalya Henry Maurice	Bugabula South	NRM	
10	Hon. Kahunde Hellen	DWR Kiryandongo	NRM	
11	Hon. Kamara John Nzeyimana	Bufumbira North	NRM	
12	Hon. Esenu Anthony	Kapelebyong	NRM	
13	Hon. Baba James Boliba	Koboko County	NRM	
14	Hon. Wakikona David	Elgon County	NRM	

FOREIGN AFFAIRS COMMITTEE MEMBERSHIP - 1st SESSION, 11th PARLIAMENT

No	NAME	CONSTITUENCY	PARTY	SIGNATURE
1	Hon. Norah Bigirwa Nyendwoha C/P	DWR Buliisa	NRM	
2	Hon. Boaz Katsirabo Ninsiima D/CP	Kooki County	NRM	
3	Hon. Achan Judith Peace	DWR Nwoya	NRM	
4	Hon. Hashim Sulaiman	Nebbi Municipality	NRM	
5	Hon. Kayogera Yona	Busiki North County	NRM	
6	Hon. Okot Boniface	Youth Rep. North	NRM	
7	Hon. Mutebi Noah Wanzala	Nakasongola County	NRM	
8	Hon. Mutono Patrick Lodoi	Butebo County	NRM	
9	Hon. Kisa Stephen B	Luuka South County	NRM	
10	Hon. Maneno Zumura	DWR Obongi	NRM	
11	Hon. Katoto Mohammed	Katerera County	NRM	
12	Hon. Muheesi Jennifer Abaaho	DWR Kaazo	NRM	
13	Hon. Isamat Abraham	Kapir County	NRM	
14	Hon. Opolot Fred	Pingire County	NRM	



15	Hon. Mukasa Aloysius Talton	Rubaga South	NUP		15	Hon. Kinshaba Patience Nkunda	DWR Kanungu	NRM	
16	Hon. Nsubuga Paul	Busiro North	NUP		16	Hon. Kwizera Eddie	Bukimbiri County	NRM	
17	Hon. Lutaaya Geoffrey	Kakuuto County	NUP		17	Hon. Akampurira Prossy	DWR Rubanda	NRM	
18	Hon. Olanya Gilbert	Kilak South County	FDC		18	Hon. Nkuningi Muwada	Kyadondo East	NUP	
19	Hon. Ekudo Tom Julius	Gweri County	FDC		19	Hon. Ssewanyana Allan	Makindye West	NUP	
20	Hon. Nantaba Idah Erios	DWR Kayunga	INDEP.		20	Hon. Sserubula Stephen	Lugazi Municipality	NUP	
21	Hon. Musila John	Bubulo East	INDEP.		21	Hon. Okin P.P Ojara	Chua West County	FDC	
22	Hon. Nakayenze Connie Galiwango	Woman Rep. Mbale City	INDEP.		22	Hon. Akello Lucy	Amuru County	FDC	
23	Hon. Ameede Agnes	DWR Butebo	INDEP.		23	Hon. Lumu Richard Kizito	Mityana South	DP	
					24	Hon. Gen. Mbadi Mbasu Wilson	UPDF		
					25	Hon. Okae Bob	Kwania North	UPC	
					26	Hon. Atugonza Allan	Buliisa County	INDEP.	
					27	Hon. Ocen Peter	Kole County South	INDEP.	
					28	Hon. Obong Vincent Shedrick	Lira West Division	INDEP.	
					29	Hon. Komakech Christopher	Aruu County	INDEP.	
					30	Hon. Twesigye Nathan Itungo	Kashari South County	INDEP.	